

Appendix A

Upon review of the study findings, the Brunswick Town Council, the Topsham Board of Selectmen, and the Midcoast Regional Redevelopment Authority each adopted a resolution endorsing certain transportation improvements, related to the redevelopment of the Naval Air Station Brunswick, in Topsham and Brunswick, ME. Copies of each of the adopted resolutions is provided in this Appendix A

**A Resolution endorsing certain transportation improvements, related to the
redevelopment of the Naval Air Station Brunswick,
in Topsham and Brunswick, Maine**

WHEREAS, one of the major responsibilities of government is to plan for immediate and long-term transportation needs; and

WHEREAS, the redevelopment of Naval Air Station Brunswick and the Topsham Annex is estimated to increase travel demands on area streets and highways that already serve large traffic volumes, e.g. Route 1, Bath Road, Mill and Pleasants Streets in Brunswick and the Routes 196 and 201 in Topsham; and

WHEREAS, a Transportation Feasibility Study for the Redevelopment of the Naval Air Station Brunswick (NASB) was prepared by Vanasse Hangen Brustlin, Inc for the Maine Department of Transportation (MaineDOT) in partnership with the Office of the Governor, the Maine Office of Redevelopment and Re-Employment, the Towns of Brunswick and Topsham, and the Midcoast Regional Redevelopment Authority; and

WHEREAS, the purpose of the transportation feasibility study was to compare the various alternatives, at a macro-level on the redeveloped Naval Air Station, including factors such as their relative transportation efficiency, cost, right-of-way, constructability, environmental and community impacts, and considered the existing and future movement of people and goods by rail, transit and automobile, as well as the needs of pedestrians and bicyclists; and

WHEREAS, the study included a range of alternatives including transportation system management (TSM) improvements to transportation demand management (TDM) to major reconstruction or expansion of existing infrastructure; and

WHEREAS, the Brunswick Landing redevelopment plan will be creating new employment opportunities in aviation and aerospace industries, data and information technology, higher education, convention and visitors supported businesses, precision manufacturing, and alternative energy research and development; and

WHEREAS, the Topsham Commerce Park site will provide an additional 12 acres of professional office and commercial space for redevelopment; and

WHEREAS, nearly 700 housing units will become available for civilian occupancy with residents who may not be employed on campus with expected traffic volumes to increase accordingly; and

WHEREAS, the study identified transportation infrastructure on certain state and state-aid highways necessitating improvements not only to facilitate the growth surge, but also to remedy existing deficiencies evident in the existing street and highway network; and

WHEREAS, these specific transportation capital improvements are vital to the well being of the southern Midcoast Maine region and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the region and the redevelopment of NAS Brunswick from being accomplished; and

WHEREAS, the study identified the Rt. 196/Coastal Corridor route as the likely primary travel corridor to Brunswick Landing and the Topsham Commerce Park, and

WHEREAS, the NASB Transportation Study Steering Committee suggested certain high priority actions to facilitate access to Brunswick Landing and the Topsham Commerce Park;

Now, therefore, be it Resolved by the Brunswick Town Council that after careful investigation of the transportation needs in both Topsham and Brunswick, the following transportation capital improvements are hereby declared to be vital to the future economic growth and redevelopment of NAS Brunswick and the Topsham Annex and to the health, safety and welfare of our citizens; and

Be it further Resolved by the Brunswick Town Council that the projects recommended for further design and construction funding, as described more fully in Chapter 6 of the Feasibility Study, be as follows:

Initiate regional planning and construction projects

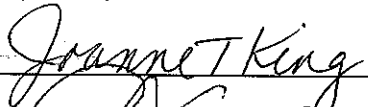
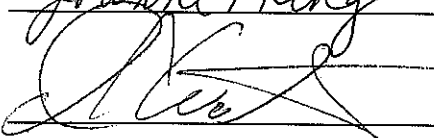
- NEPA review and design/permitting for direct access from Rt. One to main base (MDOT funding may be available to initiate this work in the current biennium)
- NEPA review and design/permitting for widening of the Coastal Connector (this could take place in the upcoming biennium)
- NEPA review and design/permitting for improvements at the 196/201 Intersection (which could include a range of options)
- Construct connector widening (this may have a shorter NEPA process due to the existing EIS completed for the initial construction of the connector, allowing construction to commence earlier)
- Construct direct access to main base (draft EIS suggested 2016)
- Construct 196/201 improvement

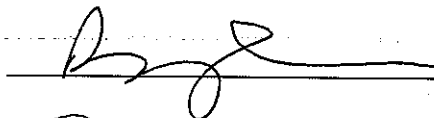
Initiate local planning and construction projects

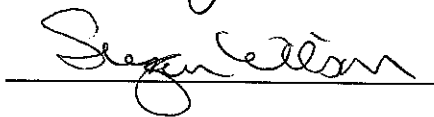
- Mill Street/Pleasant Street Corridor improvements and traffic management projects:

- Conduct 'pilot' program and Origination and Destination Study to test effectiveness of I-295 signage program for identifying primary access route to Brunswick Landing and the Topsham Commerce Park with follow up work as necessary
- Pedestrian and bicycle access improvements along the corridor
- Traffic calming and access management improvements to potential mitigate the need for additional travel lanes on Mill or Pleasant Streets.
- Improvements at Rt. 196/I-295 on-ramp

Signed by Council on December 6, 2010:

 Chair Joanne T. King,
 W. David Watson

 Benjamin J. Tucker

 Suzan Wilson

 John M. Perreault

 Gerald E. Favreau

 Margo H. Knight

 E. Benet Pols

 Deborah R. Atwood



**A Resolution endorsing certain transportation improvements, related to the
redevelopment of the Naval Air Station Brunswick,
in Topsham and Brunswick Maine**

WHEREAS, one of the major responsibilities of government is to plan for immediate and long-term transportation needs; and

WHEREAS, the redevelopment of Naval Air Station Brunswick and the Topsham Annex is estimated to increase travel demands on area streets and highways that already serve large traffic volumes, e.g. Route 1, Bath Road, Mill and Pleasants Streets in Brunswick and the Routes 196 and 201 in Topsham; and

WHEREAS, a Transportation Feasibility Study for the Redevelopment of the Naval Air Station Brunswick (NASB) was prepared by Vanasse Hangen Brustlin, Inc for the Maine Department of Transportation (MaineDOT) in partnership with the Office of the Governor, the Maine Office of Redevelopment and Re-Employment, the Towns of Brunswick and Topsham, and the Midcoast Regional Redevelopment Authority; and

WHEREAS, the purpose of the transportation feasibility study was to compare the various alternatives, at a macro-level on the redeveloped Naval Air Station, including factors such as their relative transportation efficiency, cost, right-of-way, constructability, environmental and community impacts, and considered the existing and future movement of people and goods by rail, transit and automobile, as well as the needs of pedestrians and bicyclists; and

WHEREAS, the study included a range of alternatives including transportation system management (TSM) improvements to transportation demand management (TDM) to major reconstruction or expansion of existing infrastructure; and

WHEREAS, the Brunswick Landing redevelopment plan will be creating new employment opportunities in aviation and aerospace industries, data and information technology, higher education, convention and visitors supported businesses, precision manufacturing, and alternative energy research and development; and

WHEREAS, the Topsham Commerce Park site will provide an additional 12 acres of professional office and commercial space for redevelopment; and

WHEREAS, nearly 700 housing units will become available for civilian occupancy with residents who may not be employed on campus with expected traffic volumes to increase accordingly; and

WHEREAS, the study identified transportation infrastructure on certain state and state-aid highways necessitating improvements not only to facilitate the growth surge, but also to remedy existing deficiencies evident in the existing street and highway network; and

WHEREAS, these specific transportation capital improvements are vital to the well being of the southern Midcoast Maine region and to its long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the region and the redevelopment of NAS Brunswick from being accomplished; and

WHEREAS, the study identified the Rt. 196/Coastal Connector route as the likely primary travel corridor to Brunswick Landing and Topsham Commerce Park; and

WHEREAS, the NASB Transportation Study Steering Committee suggested certain high priority actions to facilitate access to Brunswick Landing and the Topsham Commerce Park;

Now, therefore, be it Resolved by the Topsham Board of Selectmen that after careful investigation of the transportation needs in both Topsham and Brunswick, the following transportation capital improvements are hereby declared to be vital to the future economic growth and redevelopment of NAS Brunswick and the Topsham Annex and to the health, safety and welfare of our citizens; and

Be it further Resolved by the Topsham Board of Selectmen that the projects recommended for further design and construction funding, as described more fully in Chapter 6 of the Feasibility Study, be as follows:

Initiate regional planning and construction projects

- NEPA review and design/permitting for direct access from Rt. One to main base (MDOT funding may be available to initiate this work in the current biennium).
- NEPA review and design/permitting for widening of the Coastal Connector (this could take place in the upcoming biennium)
- NEPA review and design/permitting for improvements at the 196/201 Intersection (which could include a range of options)

- Construct connector widening (this may have a shorter NEPA process due to the existing EIS completed for the initial construction of the connector, allowing construction to commence earlier)
- Construct direct access to main base (draft EIS suggested 2016)
- Construct 196/201 improvement

Initiate local planning and construction projects

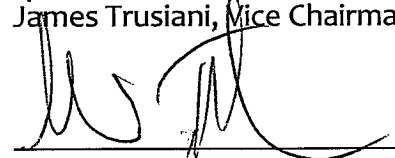
- Mill Street/Pleasant Street Corridor Improvements and traffic management projects:
 1. Conduct a 'pilot' program and origination and destination study to test effectiveness of I-295 signage program for identifying primary access route to Brunswick Landing and Topsham Commerce Park with follow up work as necessary
 2. Pedestrian and bicycle access improvements along corridor
 3. Traffic calming and access management improvements to potentially mitigate the need for additional travel lanes on Mill or Pleasant Streets
 4. Conduct Origination and Destination study of traffic utilizing Rt. One through Brunswick and Rt. 196 through Topsham.
- Improvements at Rt. 196/I-295 southbound on-ramp


Adopted this 18th day of November, 2010 by the Topsham Board of Selectmen.


Ron Riendeau, Chairman


James Trusiani, Vice Chairman


Donald Russell


Andrew Mason


Marie Brilliant

**A RESOLUTION ENDORSING CERTAIN TRANSPORTATION IMPROVEMENTS,
RELATED TO THE REDEVELOPMENT OF THE NAVAL AIR STATION BRUNSWICK,
BRUNSWICK AND TOPSHAM MAINE**

- WHEREAS,** one of the major responsibilities of government is to plan for immediate and long-term transportation needs; and
- WHEREAS,** the redevelopment of Naval Air Station Brunswick and the Topsham Annex is estimated to increase travel demands on area streets and highways that already serve large traffic volumes, e.g. Route 1, Bath Road, Mill and Pleasants Streets in Brunswick and the Routes 196 and 201 in Topsham; and
- WHEREAS,** a Transportation Feasibility Study for the Redevelopment of the Naval Air Station Brunswick (NASB) was prepared by Vanasse Hangen Brustlin, Inc for the Maine Department of Transportation (MaineDOT) in partnership with the Office of the Governor, the Maine Office of Redevelopment and Re-Employment, the Towns of Brunswick and Topsham, and the Midcoast Regional Redevelopment Authority; and
- WHEREAS,** the purpose of the transportation feasibility study was to compare the various alternatives, at a macro-level on the redeveloped Naval Air Station, including factors such as their relative transportation efficiency, cost, right-of-way, constructability, environmental and community impacts, and considered the existing and future movement of people and goods by rail, transit and automobile, as well as the needs of pedestrians and bicyclists; and
- WHEREAS,** the study included a range of alternatives including transportation system management (TSM) improvements to transportation demand management (TDM) to major reconstruction or expansion of existing infrastructure; and
- WHEREAS,** the Brunswick Landing redevelopment plan will be creating new employment opportunities in aviation and aerospace industries, data and information technology, higher education, convention and visitors supported businesses, precision manufacturing, and alternative energy research and development; and
- WHEREAS,** the Topsham Commerce Park site will provide an additional 12 acres of professional office and commercial space for redevelopment; and

- WHEREAS,** nearly 700 housing units will become available for civilian occupancy with residents who may not be employed on campus with expected traffic volumes to increase accordingly; and
- WHEREAS,** the study identified transportation infrastructure on certain state and state-aid highways necessitating improvements not only to facilitate the growth surge, but also to remedy existing deficiencies evident in the existing street and highway network; and
- WHEREAS,** these specific transportation capital improvements are vital to the well being of the southern Midcoast Maine region and to its long-term growth and development; and
- WHEREAS,** the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the region and the redevelopment of NAS Brunswick from being accomplished; and
- WHEREAS,** the study identified the Rt. 196/Coastal Connector route as the likely primary travel corridor to Brunswick Landing and Topsham Commerce Park; and
- WHEREAS,** the NASB Transportation Study Steering Committee suggested certain high priority actions to facilitate access to Brunswick Landing and the Topsham Commerce Park;

Now, therefore, be it Resolved by the Midcoast Regional Redevelopment Authority Board of Trustees that after careful investigation of the transportation needs in both Brunswick and Topsham, the following transportation capital improvements are hereby declared to be vital to the future economic growth and redevelopment of NAS Brunswick and the Topsham Annex and to the health, safety and welfare of citizens in the region; and

Be it further Resolved by the MRRA Board of Trustees that the projects recommended for further design and construction funding, as described more fully in Chapter 6 of the Feasibility Study, be as follows:

Initiate regional planning and construction projects

- ❑ NEPA review and design/permitting for direct access from Rt. One to main base (MDOT funding may be available to initiate this work in the current biennium.)
- ❑ NEPA review and design/permitting for widening of the Coastal Connector (this could take place in the upcoming biennium)
- ❑ NEPA review and design/permitting for improvements at the 196/201 Intersection (which could include a range of options)

- ☐ Construct connector widening (this may have a shorter NEPA process due to the existing EIS completed for the initial construction of the connector, allowing construction to commence earlier)
- ☐ Construct direct access to main base (draft EIS suggested 2016)
- ☐ Construct 196/201 improvement

Initiate the following local planning and construction projects:

- ☐ Mill Street/Pleasant Street Corridor Improvements and traffic management projects:
- ☐ Conduct a 'pilot' program and origination and destination study to test effectiveness of I-295 signage program for identifying primary access route to Brunswick Landing and Topsham Commerce Park with follow up work as necessary
- ☐ Pedestrian and bicycle access improvements along corridor
- ☐ Traffic calming and access management improvements to potentially mitigate the need for additional travel lanes on Mill or Pleasant Streets
- ☐ Conduct Origination and Destination study of traffic utilizing Rt. One through Brunswick and Rt. 196 through Topsham.
- ☐ Improvements at Rt. 196/I-295 southbound on-ramp

Adopted this 14th day of December, 2010 by the MRRA Board of Trustees.



Arthur Mayo
Chairman